temperature of the dynamo room. A DIVER'S DISCOVERIES.

Chief Gunner's Mate Olsen, of the lowa, told how he had been sent to Havana for the purpose of coing diving duty on the wreck. He had descended four times, making about eight or nine hours of

Olsen told how on his first descent he went over the forward part of the ship. To use his own ex-pression, he said: "I found the wreck all blowed up. I found a lot of grate bars down there."

The second time he went down he went further forward and there located a lot of 10-inch shells. Forward of these the plates were bent inboard over them. Asked if he imagined himself looking forward, he stated that he did. Going over the plates, he struck into a lot of 6-inch shells with the slings on them. Going to the right, he found a lot of wreckage. It seemed to have been blown over the starboard. Olsen stated that he put his hand into the cranks and brought out several 6-pounder shells.

The next time he went down, Olsen testified, he went outside the ship, forward of the crane on the port side. He followed the bottom along and found that the ship's side was blown outboard, and alongside the crane it could be walked on. "At the part where she is blown up completely," witness said, "part of her bottom plates are turned up. Then you follow the bottom from there up, and the ites are blown outboard. At the top and underneath the bottom they are blown inboard and bent in. About three feet forward of that spot there is a piece of iron laid along the bulkhead. The skin of the inside of the double bottoms is curled like a sheet of paper inheard from stem to

"Amidships on the same place there is an armor plate, one plate complete, the top of the plate etanding up. The plate is inclined over the starboard completely. It stands up with the thick part of the plate down. It was inclined forward and over toward starboard." Below this armor plate Olsen. found everything completely blown away. "There is nothing but the bare bottom of the harbor mud."

Questioned closely by the Court whether he found a hole blown in the ship, witness stated that most places the plate is cracked off, spread in ragged edges. In three or four places the plates were bent in like a curve

Questions were asked witness to determine whether or not the corrugations on the outside of powder tanks found by witness were produced by an outside force pressing the grains of powder into the tank. In concluding, the president of the Court

pressure from the inside, but that it is due to a pressure from the outside."

Olsen, on his re-examination, stated that the ram of the ship and extending from the ship about ten or twelve inches, convex on the outside and extending fore and aft. He said that he could feel the bottom of the ship forward for ten frame spaces, but at Frame 31 he found her to be cut off entirely. This was as far as he could walk in the mud. He then went back to the point of beginning and counted six frame spaces forward, or about Frame 3, and from there forward he found the frames blown up and open to starboard. At Frame 31 Olsen found the bilge keel and followed the break in amidships as far as he could. At the port bow he found a hawsepipe, but could not feel the chain. Underneath the keel he found a scrollwork on the bow of the ship and over the hawsepipe alluded to, but the chain was still missing. The appearance of the edge of the ship's bottom from Frame 41 to Frame 35, according to Olsen's testimony, is ragged, going forward between the frames, but no ragged points tending in or out.

From Frame 31 to Frame 35, the ragged edge things at Frame & would indicate that the ship's keel begins to be lifted at that point. He testified that he was able to get underneath the bottom of the ship forward at Frame 25. Technical details were then given by Olsen as to the plating which and is only interesting to students of mathematics. Olsen stated that the steel part of the keel bilge was broken off, showing rough edges, and the wooden part extending forward of it ragged and torn in splinters. He found the bow of the ship on the staffeard side, and the ship was lying on the starboard side. The depth over the break of the keel at Frame 18 was found to be six feet, and was

A BRAVE MARINE.

Private William Anthony, of the United States Marine Corps, whose calmness at the time of the explosion in reporting to Captain Sigsbee has behad the first watch, from 8 to 12 o'clock, on the night of the explosion. There was drill that day, and it was not necessary to open the magazines. In response to questions Private Anthony told his

the door on the starboard side. I first noticed a trembling and buckling of the decks and then this prolonged roar-not a short report, but a pro-longed roar. The awnings were spread, and where the wing awning and the quarter-deck awning should join there was a space of at least eighteen inches. I looked out and saw an immense sheet of and then I started in to warn the Captain. "Did you notice any perceptible list to the ship

quarterdeck, where I was standing dipped for-ward and to port just like that (indicating). It apparently broke in the middle like that (indicating). superstructure. I could see the debris going up firebrands going up?"

"It looked more to port than it did to starboard. It looked like it covered the whole ship. It was an

giars that illuminated the whole heavens for the moment, as much as I could see for the

"Did you see any water with it?"

"I did not notice that, sir. I started in the cabin

This closed the brave marine's testimony.

shells were there in good order, most of them nose and found a break "a good way forward." plesion which had wrecked the woodwork of the edges."

The corner of the lower edge of the rear plate.

with powder and cartridge bags.

rine world, the diver came across a lot of 6-pound-er shells and shell-cases, some of them not even. The powder tank he sent up showed that the top broken away from the shells. They were sent up and bottom were gone. The rest of it was in good to the deck of the lighter. There was also some | condition, but empty. of the apparatus for charging the air-chambers of

Lying right across the middle of the 10-inch shell- Commander G. A. Converse, of the Navy, sumtoward the bottom, which is thus easy to distin- quantity of explosives he had ever seen used guish. The plate, on being ripped loose by the exlanded with the thick edge in the mud and the A number of them were sent up, but more remained. Some of the tanks were still painted with the ship partly out of the water, he replied that the ship partly out of the water he olsior on the bottom. Others were torn in frag- he did not think it would.

10-inch shellroom and tried to get forward to the case of

NOTHING so quickly allays the irritation of the skin due to wind or sun as Lundborg's Velcrema. It contains no greasy or sticky matter.

double bottom and the jarged edges of the cement turned up. He described in detail the 10-inch tanks found here, none of them apparently exploded, but gunpowder or similar-not in contact with the soldered seams were split and the cases flat-

tened. Some lids were to be found. "You say you never reached the forward 6-inch magazine shellroom? Suppose I were to tell you zine, how would you account for the 6-inch shell

A .- They had been blown from the forward one. Q.-Blown off?

Witness was questioned very closely as to the plates that he found blown inward, and whether they might not have been bulkheads, but he insisted that they were the outside skin of the ship near the bottom, and located them accurately on the plans about the middle of the 6-inch shell room, where "in a big circle there is none of the

outside of the ship left at all." He said he had not been into the 10-inch magagine on the starboard, which was buried under a mass of wreckage.

Gunner's Mate Smith, when recalled, told of three trips down in diving dress on February 28. During one of these he located the break in the keel where there found a hole in the bottom of the harbor about seven feet deep and seven feet in diameter. than elsewhere, and one did not sink over eighteen inches in it. In this hole he found a tin about with a big square hole where a gasket had been, he said, "and I sent it up to Mr. Powelson.", H nd not find the forward turret, but it was missing from the place where it belonged.

The importance of this testimony caused it to be gone over and over again, and additional questions they only served to point out more clearly that abreast of the 6-inch shellroom the whole side of water-line, and the edges of the rent were turned exploded. He found the bottom plates br with the edges pushed in. He located a circular hole between the sixth and seventh frames, from amine the keel and found a hole in the mud about seven feet deep and the same in diameter. It was about under the forward V-shaped plate on the port side of the ship. In this hole he found a tin twenty inches long and ten inches square. Later he found the forward boiler on the port side in

THE CHIEF DIVER'S EVIDENCE.

On February 24 Chief Gunner Charles Morgan. who was in charge of the divers, was called. a mass of split and broken powder tanks of 6 and 10 inch ammunition. He found what he thought was the ceiling and sides of the magasome with the heads knocked off and most of them point was open to the outside of the harbor, and. to have been the same hole in the mud described by Smith. Morgan did not estimate the size of tho hole beyond saying the sides sloped and it was

Morgan said that some of the powder tanks had parts of the cartridge bags in them. He did not personally find any tanks that were wholly intact night, once before and once after midnight, while plumbed at the point where the keel plates are broken away from the bottom angle-irons of the vertical keel. No wreckage was found on the port Morgan was quite certain he had got down into the magazine itself, and that the electrical appli-ances had fallen through the roof of the magazine when the latter was crushed open in the general wreck.

COULD NOT HAVE BEEN INSIDE.

Gunner's Mate Carl Rundquist, one of the divers, said he went down in the after part of the 10-inch magazine, and found a lot of empty 10-inch powdertanks-dozens of them-with pieces blown in all directions. They did not look as if they had been exploded by a charge inside. It looked as if a pressure from the outside had opened them up. The ragged edges of the ship were bent inboard. The bottom of the ship was all blown up. He found a hole in the bottom of the ship. It looked as if it was blown up from the outside "because no explosive from the inside could make a hole like that. The pieces of armor-plate also showed they were blown from the outside from the way they were

Pundantst being recalled testified to the progress of his exploration. He went down March I on the port side and found the berth-deck sloping aft to starboard. There was coal several feet deep just forward of the crane. None of it had been blown out of the ship on that side. He also found a 10inch tank, and powder bags were sent up. He plate ended. Here he found a long string of heavy wire, fifteen feet long, Asked as to the condition of the backing of the armor, he replied: "The end was all twisted and torn, and had ragged edges, and then that all looked and pointed inboard. I also examined the upper part of the backing and found the inside corner gone.

armor-plate?

A.-This was just at the first break of the armor

beit, and there was no plate left underneath. There was nothing of the ship's side left.

Continuing, he described how he found tanks all Gunner's Mate Smith described his first descent, and black mud. He found 10-inch tanks. The next The day Rundquist went down on the starboard side break," he said, "was vertical and with ragged

port to starboard. He crawled over this bulkhead he said, was nearly doubled over and bent outward. and down behind it found a 10-inch powder-tank "I got the same plate and found lots of backing bent and dented, but not exploded. It was intact extending out five or six feet. This backing was all

pointed outboard." Rundquist, on being again recalled, stated that On his next descent he went down from the port trane, following the side of the chip down till he struck plates that were blown from port to starboard inboard. He followed these plates down till or compariment. He thought it may have been a be came to the 6-inch shells in the slings used for sending them out of the shellroom. They were twice with their noses pointing to starloard. The forward part of the 6-inch reserve managine seemed of the blue to him to have been blown away attention. The tronger in the top of the boller looked to be in good condition. He found also during his examination three 10-inch shells. Coal was found after going through the square hole in one of the forward part of the 6-inch reserve magazine seemed after going through the square hole in one of the forward part of the 6-inch reserve magazine seemed after going through the square hole in one of the to him to have been blown away altoguther. The coal bunkers. The next day he found three 10-inch regred edges of the steel floor to the shellroom shells lying flat down. He also found a 10-inch regred edges of the steel floor to the shellroom shells lying flat down. When he first were turned up, and Smith walked over them | powder tank, which was sent up. When he first landed on the 10-inch shells they were found lying Coming back from his trip into the outer subma- side by side, with their noses toward the starboard,

AN EXPERT ON EXPLOSIVES.

room he found an armor-plate that had been torn | moned as a witness, testified he had made a study These plates taper of the nature and effects of explosives. The largest sisted of a torpedo containing 300 pounds of guncotton and 2W pounds in each case, securely lashed to- saw Mr. Jenkins throw up both hands and fall on the deck of the Washington was two inches esion, had turned a complete somersault and cotton and 200 pounds of dynamite, all in separate gether. Being shown a blue print of the forward

After a long description of the effect of torpedoes, The third dime Smith was down he landed in the he was asked what his experience was in the blinch shellroom and tried to get forward to the case of the explosion of submarine mines, as 16-inch magazine, but could make little headway, as to what became of the mines. He replied that second to be blown down in that directiney are almost invariably ruptured and lost, tion. He here found much fixed ammunition in- blown up, and pieces of them are rarely found. His experience did not allow him to remember a On his fourth trip down he slid down the outside | case where he saw any considerable pieces remainof the saip by the port crane. The skin of the ing from a submarine mine or its iron case after whip, he said, in fin good condition till you come to lits explosion. On one or two occasions small fragroom before mentioned. Here the steel edges are complete demolition of the case containing the ex-

ploded under the bottom of a ship, and containing enough explosive completely to destroy that part of that ship, would be similarly demolished, he replied that the violent explosive would cut a hole in the ship, blowing out the part that was cut in

small fragments. Being shown sketches of the forward magazines and asked if their explosion or partial explosion would leave the bottom of the Maine in the condition it was in as shown by the sketches, stated that the distortion of the keel of the Mal was too far forward and too remote from the magazines to have been caused by their explosion. He was of the opinion that the bending of the plates on the bottom of the Maine could be produced by the explosion of a submarine mine con taining a large amount of the lower explosiveshis experience seen any interior explosion that was possible to produce the effect made upon the Mains. "Do you think that necessarily there must have

been an under-water mine to produce these ex-"Indications are that an under-water explosion produced the conditions there," was the reply, with further statements regarding the impossibility, in his opinion, of an internal explosion causing the

Lieutenant John J. Blandin, who was watch offiaster, testified that the quarter watch was on watch all night. When he took the deck at 8 m. everything was in normal condition. Just before the explosion occurred he looked over the port in sight than usual. He wa standing on the port side of the deck, just abaft the after turret, talking to Lieutenant Hood when the explosion occurred. He thinks there were two explosions. As he went forward something struck him on the head, nearly knocking him down. He reported to Captain Sigsbee, who ordered the boats lowered. Mr. Wainwright reported to the Captain that it was useless to try to do anything. A few minutes later Captain Sigsbee gave the order to abandon ship. Witness's impression was that the explo-sion occurred on the port side forward. He saw definitely the explosion. He saw no water thrown up by the explosion. Within a minute after the bottom. Although he was impressed by the idea | the Army, and one of the Navy, and a citizen. They that there were two explosions, he could not discover the difference between them. He noticed no

CONDITION OF THE WRECK.

Naval Constructor John B. Hoover identified would sink immediately. superstructure. The first was a portion of ship doubled back. The port frame is canted to star-board. The second object was a portion of the Chaplain John P. Chidwick of the Maine wa side of the protective deck abreast of the chain-locker. It was six feet out of the normal chain-locker. It was six feet out of the normal ite said: I neare a look report and port side of the berth deck, twisted around to star-there was a crashing sound of things failing. I port side of the berth deck, twisted around to starship, near the keel, at frame 17, was thrown up, and abaft the same portion of the ship at a higher deck. These pieces of wreck were all on the port side of the original keel, but canted to starboard, and all of them—the bottom of the ship, the pro-tective deck and the berth deck—show above water at present. The forward part of the 6-inch magazine is just below the three pieces of deck as these originally were. Between frames 17 and 21 there

Lieutenant A. W. Catlin, who was in charge of of the water. All the frames and plates | the marine guard, said that when the ship went into Havana Harbor two extra night sentinele were put on, one in the forecastle and one in the poop, armed with rifles. They had special orders near enough for a challenge. There was a picked man on the port gangway. The corporal's guard inspected the ship lights below every half-hour,

sion, and felt the shaking of the ship. the whole heavens were full of sparks.

explosion. He said, however, that there was an extra supply of 10-inch shells in the loading and vana from Tortugas." He considered Nellson, in charge of the hold, a trustworthy man. He was in the messroom talking to Mr. Jenkins and Mr. Holman when the explosion occurred. He described the explosion as a "dull, deafening roar, immediately by a tremendous crash, and it seemed as though the whole ship was going to pieces. Lieutenant Holman jumped up and remarked, 'We have all been torpedoed," which was the general

WHAT LIEUTENANT HOOD SAW.

Lieutenant John Hood senior watch officer in charge of the powder division, said he had in-spected the magazines and shellrooms, and there was nothing stored there contrary to the ordnane He was absolutely sure, he said, that the night of the explosion "there was nothing eing done beyond the ordinary work down there." These rooms had only been opened on the day of

the explosion to take the temperature.

Mr. Hood was officer of the deck part of the time, and while acting in that capacity he had not noticed any hostile demonstration affoat in the way of boats approaching the ship. He felt the explosion, rather than heard it. It sounded and felt like an under-water explosion, and he was at the time under the impression that it came from the starboard, forward. There were two ex-Q.—Then there was no plate of the ship under the plosions, following closely. Immediately following he fall of objects he saw the water in a foam, much wreckage and many groaning men. The first explosion was as if something had exploded under the vessel. He was sitting far aft, and upposed the explosion was on the starboard side, but that was only an impression, as his view was obstructed. At the second explosion there was an upshoot of flame. His belief is that the whole of the forward part of the superstructure that is now lying on the starboard gangway was in the air the length of time." when the second explosion occurred. The second explosion occurred on the starboard side.

Lieutenant G. P. Blow was the officer of the day on the day of the explosion, and received the re-ports at 8 p. m. He said the usual reports were made that the lights, fires and everything were He said he had perfect confidence in the reports of his men. He heard an explosion which seemed to be well up in the bow. Instantly the lights went out, and he rushed out, but before he got more than six feet from the room the second and more violent explosion came. This explosion he described as being "continuous, lasting for some seconds, accompanied by the cracking and rending of steel and a sharp heel to port." He gave a vivid description of the scenes following

DEATH OF LIEUTENANT JENKINS.

Mess Attendant John H. Tarpin was the last man Tarpin met Lieutenant Jenkins in the messroom, and by that time the water was up to his waist whole compartment iit up. "That whole comparting least separating them, ment where the torpedoes were lit right up, and I The much-discussed right by the steerage pantry." He said the ex-plosion sounded to him like distant thunder.

explosion. gave his testimony, but it was not ma-terial as throwing any new light on the subject. The testimony of the following men also was taken. but in no instance did it contain material information, consisting mostly of their personal ex-periences: Corporal Thompson, of the Marine Corps; Sergeant Michael Mehan, of the Marine Corps; Apprentice C. J. Dressler, Apprentice Ambrose Ham, Naval Cadet Holden, Seaman Peter Larsen, Seaman Louis Moriniere, Boatswain's Mate Charles

plosive. When asked if a submarine mine ex- John B. Lood, Landsman Michael Lanahan, Coal Passer Thomas Melville, Lieutenant Hutchins, Fireman William Gartrell and Naval Cadet Amon

AN ANONYMOUS LETTER.

Henry Draine, a clerk in the United States Conulate, Havana, was examined as to an anonymous letter received by the Consul General in regard to the explosion of the Maine. Witness produced the letter, the date of which was February 18 of the present year. There was no signature, it being signed "An Admirer." Draine said it seemed to be the document of a fairly well-educated man. It was written in Spanish. The translation was produced and was handed to the Judge-Advocate and read by St. Martin's, Cambridge, 15, 2, '97.

I am thoroughly satisfied with your Effervescent Powder. It is pleasant to take and mild and efficacious in action.—Yours faithfully, (Rev.) C. E. GRAVES. The letter was appended to the record and In response to the question as to whether anything had been done to ascertain the truth of the statements contained in the letter, witness said that there had. He asked General Lee to look into the matter, and he did not appear to know what to do, stating he had no Secret Service money. A man by the name of Pepe Taco was menti-Jan. 9, 1897.

I have tried it, and have pleasure in saying that I like it better than anything of the kind I have ever met with. Shall hope never to be without it.—ARTHUR ATKINSON (Rev. the whereabouts of the man, and the one to whom he spoke said the name was a mistake; that the man mentioned had died a few days before the explosion of the Maine, and that the letter referred I have tested it, and think it is excellent, the very best I have tried, and shall have a bottle of it through the chemist.—RHYS HARRIES (Conel Minister). to a Pepe Barquin; that he also had died suddenly about two or three days before the explosion of Charles Carbonnell, an American citizen.

when the explosion occurred, but he did not remem-ber hearing anything, though he felt the shock-only one. It seemed to be a lurch. He made his way aft and ran for the steerage ladder.

In regard to the wreckage, Lieutenant Blow said it began about the starboard beam and extended completely around what was the bow of the ship. There was only a small amount of wreckage on the

the wreckage was on the starboard side. Cadet Cluverius, who for several months acted as assistant navigator and was well informed about the electric wiring of the ship, testified that there was

no electric wire on board so laid as to endanger

S2. Marine-parade, Worthing, July 6, 1896.
Taken half an hour before breakfast, it is the pleasantest effervescent draught I know, and very effectual after that meal. My rheumatic-gout is much benefited by it,—(Rev.) J. G. MED-LAND. A witness was introduced whose name was sup-He had to talk through an interpreter. This wit-In less than three minutes she was on the He was sitting near three Spanish officers, two I have tried Kutnow's Powder, and, approving of it, I have now bought a large-sized bottle.—PERCIVAL LAWRENCE. were talking about the Maine. One of the Army offi cers said: "That is nearly arranged." The citizen cers said. That is nearly arranged asked if making explosions in the bay would not endanger Havana. The officers said, "No." It was so that it would simply explode, open the vessel, and she would sink immediately. The other man joyously Auckland House, Grove-road, Ventner, I. W., 17, 1, 197, I found Kutnow's Improved Effervescent Powder a gentle but effective aperient. I continue to take it pro re nata—(Rev.) L. Some one came by and they suddenly They had said it was The Vicarage, Buckland Newton,
Dorchester, Sept. 29, 1897.
Canon Ravenhill writes to say that he has
found Kutnow's Powder satisfactory and bene-

He said: "I heard a loud report, and everything rushed on deck and got to the captain's poop, trying to cheer up the men who were crying out in the water for help, I was ordered by Lleutenant Jungen to go into a boat, which I did. He rowed around the ship and picked up one man. Then, at the orders of the captain, we pulled for the City of Washington." Asked how many shocks he felt, witness said he remembered only one.

witness on March 8. His testimony was technical, describing the various parts of the ship by numdescribing the various parts of the ship by hum-ber of frame and section. Summed up, it was that the bottom plates of the ship at the point of explosion, the berth decks over them and the protected deck had been turned over and forward, revolving through an angle of 90 degrees. The sixinch magazine was just below these pieces of the deck as they originally stood.

Private Edward McKay testified that he was on watch on the starboard side at the time of the explosion. He was at the time looking over the side of the ship to see if there were any boats around. "There did not seem to be a ripple on the water," he said. "There was not a boat in sighof fire which hit me in the face and knocked me came immediately afterward." There was but one explosion, he said, and it came after the first shock Explaining further, McKay said the ship seemed to rise up in the water and tip over to the

ON THE CITY OF WASHINGTON.

First Officer George Cornell of the City of Wash steamer when the Maine was blown up, and was looking at the Maine. He said he heard a rumbling sound and saw the Maine rise up forward. After that the explosion occurred, and "the stuff was flying in the air in all directions." She sank im mediately at the forward end. He said there was an interval of sixteen or seventeen seconds be-tween the rumbling noise and the explosion. When he saw the explosion it came from amidships, and there was not much flame. He said the Maine was lifted nearly out of the water. He felt the steamer on which he stood shaking at the time

the explosion took place. Captain Frank Stevens, of the City of Washingship, where he could look toward the Maine, when sion and commotion, as though it was under the lighting up the sky with a dull red giare and filling the air with flying missiles, which fell all around He feit a trembling of his ship at the last explosions on the Maine. There was a of the explosions on the decided interval between the first noise and the explosion. He was not standing where he could see

Louis Werthelmer, a tobacco dealer of York, who was a passenger on the steamer City of Washington, said he was in the stern of the City of Washington, and was looking directly at the battle-ship when the explosion occurred. heard a report," said Mr. Wertheimer, "and at interval of anywhere from five to fifteen seconds following the first report came a great expl In the burst of the flame which followed, I clearly and plainly saw the vessel rise in the water apparently and then settle down before the light of the explosion went out. The whole thing was over so quickly that I could not hazard a guess at

the length of time.

Sigmond Rothchild, one of the passengers on the City of Washington, was an eye-witness to the explosion. In company with his friend, Louis Werthelmer, he was aboard the City of Washington on the night of February 15 as she sailed into Havana Harbor. He was on the stern of the Washington, which was astern and on the port side of the Maine. The vessels were about one hundred yards apart. Rothchild said he was naturally interested in the Maine, and had taken a position where they ould get a good look at her. Just as he had taken his eyes off her to move his chair, there was a sound like a cannon shot in the darkness. He immediately looked toward the Maine. He saw the forward end of the vessel rise, he thought, a couple of feet out of the water. An instant later came a second distinct explosion. This seemed to burst from the interior of the vessel, forward, in a dull flame, and the air was instantly filled with flying debris. The vessel lurched back in the water after who saw Lieutenant Jenkins. He said it was a jarring explosion, "just one solid explosion, and the bow, and quickly began to sink forward. In less ship heaved and lifted, and then all was dark." than a minute her bow had disappeared. The wreck took fire and burned for two hours. There were his waist | single reports that kept up through all that time and by that time and truning aft. It was dark and Mr. Jenkins as the fixed ammunition was reached by the flames, asked him twice, "Which way?" to which he had but these were not to be confused with the two big responded that he did not know. When Jenkins explosions which had destroyed the Maine. There called the last time the water was up to his breast. Mr. Jenkins started forward, and then the two first explosions, an interval of two seconds at The much-discussed section of cement that fell

which was lying in the harbor on the night of the prompt to go to the rescue, and were aided by the

James M. Forsyth, Commander, United States Navy, at the Key West Station, testified that on February 17 he had the anthracite coal pile at Key West thoroughly examined for "infernals. The pile contained a thousand tons. The Maine had recently coaled there twice, the first time December 20 to 22, the second January 18 to 19. Nothing unusual was discovered in the inspection. This closed the testimony at Key West, All the sur-

vivors of the Maine were assembled together and

Endorsed by England's Clergy.

Highfield, Northrop, Flintshire, Jan. 9, 1897.

7. Manor-road, Leytor

The Manse, Narberth, Pembrokeshire,

I have tested it, and consider it a mild and efficient aperient.—(Rev.) HENRY MOULSON

Cromer, Norfolk, Dec. 3, 1896.
The Rev. F. Fitch has tried Kutnow's Imroved Effervescent Powder and found it very

your Effervescent Powder a great improvement upon the ordinary Salts. It is infinitely more palatable and quite as efficacious.—Guilden Sutton, Chester, Dec. 26, 1896.

Walesby Rectory, Market Raser

Auckland House, Grove

New Brampton, Chesterfield, July 27, 1896.

(Congl. Minister).

As an evidence of the general esteem in which Kutnow's Improved Effervescent Powder is held, we reproduce a few of the many letters received from the English Clergy. We are honestly proud of these letters, believing that no other remedy has ever before received so enthusiastic an endorsement from such a conservative class of men. Brighton Road, Crewton,
Derby, Jan. 4, 1897.

I have tested the Kutnow's Powder, and find
it a thoroughly efficient and pleasing medicine.
It does not appear to leave any undesirable resuits on the system, and I have much pleasure
in testifying to its merits. I shall recommend
it.—Yours truly, A. P. SANDERS, (Congl. Minister).

palatable to the taste. . . . I shall have great pleasure in recommending it to my friends, as I have no doubt it will prove highly efficacious in many of those gouty and rheumatic affections so common in the present day.—(Rev.) J. E. HOWE. 7. Acton-lane, Harlesdan, N. W.
I am obliged to take Salts. I used to do so as
a disagreeable duty, on account of their mawk-ish taste. Since I discovered your preparation
I take my dose with relish as a pleasant effer-

vescent draught.-Dr. MAURICE DAVIES

5. St. George's Place, Northampton,
June 5, 1896.

I thank you for the sample of Powder you
kindly forwarded. I intend ordering some of
my chemist, as it appears to be a mild aperient,
and much more palatable than some of the
"powders" in the market.—(Rev.) W. HAYDEN
PHILLIPS.

Dinder Rectory, Wells, Somerset, Oct. 3, 1896 Rev. W. Mitchell has found it an agreeable and gently efficient medicine, and will put a bottle of it in his medicine chest.

Sturmer Rectory, Haistead, Essex, March 11, 1897. March 11, 1897.

Please to forward to me by post another bottle
of Kutnow's Effervescent Powder for Rheumatism. I find it most useful. I inclose P. O. order
for 3s.—(Rev.) JOHN P. BEERS.

Forton Barracks, Gosport, 28, 1, '97.

I beg to state that I have been much pleased with the Powder, and have ordered a bottle of it from the local chemist, which I hope will benefit me, suffering, as I do, from uric acid in the blood. I find it much nicer to take than the Salts.—S. A. SHONE, Chaplain, R. N.

Ross Rectory, Hull, Sept. 27, 1807.

It was owing to a friend having given me a dose of the Powder, which I thought did me good, that made me send you the order. I intend in future to keep a bottle by me, as I feel sure that it is an excellent medicine for the liver.—E. MILSOM.

Northmoor Vicarage, Oxford, June 18, 1893. I have used it, and have found it what you say, and will order a bottle for use.—W. C. Wyton Rectory, Huntingdon, Oct. 5, 1896. It is all that you claim for its qualities. I shall end for a supply with my next order.—J. HAR-

Cwm Waunliwyd, Mon., Sept. 13, 1897.
The Powder has done me more good than anything I have yet tried, and shall continue to use
it. Please be kind enough to forward a large
bottle to my address, for which you will fine
P. O. for Us.—THOS. THOMAS (Baptist Minitar).

Beifield, Lawrie Park-road,
Sydenham, S. E., Feb. 2, 1897.

My wife has been in the habit of taking all sorts of so-called "fruit salts," but which she has now discarded in favor of your Powder, as she finds it far more beneficial without at the same time producing the excertaing effects which she used to experience from them. I may add that her medical attendant, a man of considerable practice in Sydenham, highly approved of her use of your Powder.—J. DENNEY (Clerk in Holy Orders). in Holy Orders).

New Brampton, Chesterfield, July 27, 1896.

Some little time ago you were good enough to send me a sample of your Powder, and, being just then troubled with a slight attack of rheumatic-gout, I was glad to have the opportunity of testing the efficacy of your Powder. I certainly think that I derived considerable temporary benefit from its use, and found it most

In Sluggish Liver, Kutnow's Powder, by thinning the bile stimulates the flow of blood, and thereby gives relief. In Constipation, Kutnow's Powder acts as a natural stimulant to the intestines, not only increasing the motion of the same, but causing increased excretion from the entire alimentary tract. In Jaundice, Kutnow's Powder renders the bile more fluid, thus promoting its flow, and banishes billiousness and precludes any tendency to gall-stones. In Gout, Gouty-Eczema, and Rheumatism, Kutnow's Powder restores the tissue formations to their normal state, and so regulates the action of the bowels as to modify attacks or prevent them altogether. All kindred diseases of the Stomach, Liver, and Kidneys can be treated by Kutnow's Powder with satisfactory results. A course of this powder will make you feel younger, stronger, and healthler.

A Free Trial.

For Seven Days from the date of this paper, Kutnow Bros., 13 Astor Place, New York, will send a FREE SAMPLE of Kutnow's Improved Effervescent Powder postpaid, to every person who will drop them a postal, giving name and address and mentioning The N. Y. Tribune.

KUTNOW BROS., 13 Astor Place, N. Y. City, Sole Agents for S. KUTNOW & CO., Ld., Prop., 41 Farringdon Road, London, E. O., Eng.

fault to find with or complaint to make against any one on board the Maine as to his conduct on the night of the explosion, or while the Maine was in Havana Harbor. A negative oath was promptly given by every one.

COMMENT OF THE FOREIGN PRESS. UNSTINTED PRAISE FOR THE PRESIDENT-ENG-LISH, FRENCH AND GERMAN OPINION.

London, March 28 .- "The Daily News," in an editorial justifying the attitude of the United

"America has no spite against Spain to gratify and no selfish interests to serve. It is all very well to call Senator Thurston a fanatic because he invokes the principles of the Christian religion against the cruelties of a Christian power. But he speaks of what he sees and his testimony is not contradicted.

"Spain is entitled to govern the Cubans, but not to extirpate them. A weak despotism is the most cruel government in the world. President McKinley's calm and sober language does honor to him as a Christian and a statesman; and Spain will commit a grievous mistake if she interprets it as a confession of weakness. "Senor Sagasta has a great opportunity. In

easy for Spain as he can." "The St. James's Gazette," commenting this afternoon on the report of the United States Naval Court of Inquiry into the loss of the bat-

tle-ship Maine, says: "There can be no doubt Spain owes reparation

to the American Government, to say nothing of the most humble apologies and the most extreme considerations for the feelings of the nation which has lost a fine cruiser lying in peace in a presumably friendly harbor. The outlook is as threatening as it could be; but Spain is in the wrong and it is for Spain to walk

"The Westminster Gazette" remarks: "The resources of diplomacy ought not yet to be exhausted. We trust President McKinley will maintain his unexceptionable attitude, and not allow himself to be Jingoed into war."
"The Globe" thinks the report "gives Spain ground for maintaining that it shows bias,"

The evidence that a mine caused the explosion is meagre, unconvincing and not borne out by previous experiences of the effects caused

In concluding, mines exploding." "Whichever way we look at the matter, it is hard to agree with the verdict of the Court of

Paris, March 28 .- The "Figaro," commenting to-day upon the Cuban situation, says: "There is more reason to-day than yesterday to suppose that the ostentatious policy of the

United States will be transformed into a ready, active policy. The sole danger of war lies in the new Cortes allowing themselves to be drawn into replying to the impertinences addressed to The "Eclair" says that "in spite of the pessi-

mistic cable dispatches we do not believe war is The "Journal" approves of M. Hanotaux's adoption of neutrality, "the moral standpoint of which permits him to assist in solving the diffi-

The "Temps" admits that President McKinley in a most difficult position, and strongly urges e "disputants to consent to mediation, or even bitration," adding: 'In any case, Europe is ready to offer her good

Berlin, March 28 .- A high official of the German Foreign Office said to-day:

"Germany will joyfully greet any step to improve Spanish-American relations, but this interest does not go so far as to induce Germany to participate in offering mediation. Moreover, there is no indication that America is inclined to suffer such mediation, nor on what basis."

The "Vossische Zeitung" says: "The most dangerous is the second demand, namely, under the cloak of humanitari nism to aim at direct interference in Cuba. The Washington Govern-

ment in that goes beyond the limits. Spain can make concessions without humiliat on and loss of dignity, but if America insists upon these demands swords will fly out of their scabbards." "Tageblatt" remarks:

Jingoes underrate the injuries such a war will bring upon America."

The "Boersen Courier" says: "With an earnest desire that an understanding may be reached, even without mediation, diplomatic circles still count this as being the test solution so long as bring upon America." neither one nor the other has taken the irre-mediable step."

The "Berliner Post," in its comments, says: "President McKinley will doubtless do every thing to avert war, but popular sentiment may decide to the contrary

THE BRITISH FLEET AT BERMUDA MEANT ONLY TO SAFEGUARD BRITISH COMMERCE AND SUBJECTS IN CASE OF WAR.

London, March 28 .- The dispatch of the British fleet from Halifax to Bermuda, following the agitation for an Anglo-American alliance, is considerably commented upon by diplomats. The authorities explain it is merely considered desirable that British ships should be in the vicinity of Cuba, in order to safeguard British commerce and British subjects in case of war. The idea of Anglo-American co-operation in Cuba is scouted. A diplomat who is conversant with President McKinley he has a high-minded and the inside negotiations on the Cuban question generous opponent, who will make things as said:

"If Spain and the United States go to was they will fight without an ally on either side. The United States does not need an ally and Spain cannot get an ally. The United States will, however, have the sympathy of Great Britain and Spain will have the sympathy of all the Continental Powers. But their attitude may be depended upon not to exceed sympathetic neutrality. M. Hanotaux's speech in the Chamber of Deputies on Saturday was the deathblow to Spain's fondest hope of help. Austria would be willing to intervene, but she is unable to do so. Germany is the European nation which is most hostile to the United States, this hostility emanating directly from the Emperor and his circle reflecting his personal opinion. arises out of the growing realization that the United States is the greatest commercial rival

DECLINED TO STAND BY THE PRESIDENT ST. LOUIS MERCHANTS REFUSE TO INDORSE HIS ACTION IN ADVANCE.

St. Louis, March 28.-It is announced this after-

noon that the St. Louis Merchants' Exchange will ton and Philadelphia in officially indorsing the course of President McKinley in the present crists, or in officially assuring the Executive that its members would stand by him, whatever his ultimate action might be. President Christopher Sharpe refuses to put

President Christopher Sharpe refuses to put either of these questions to a vote, though he has been requested to do so. To-day he received a communication from the president of the Philadelphia Board of Trade, stating that that body had pledged itself to stand by the President of the United States, and asking him to obtain a similar piedge from the local exchange. Preceding this message came one from the president of the Boston Board of Trade, asking for an indorsement of President McKinley's policy.

Mr. Sharpe replied to both that the St. Louis Merchants' Exchange would defer action. The Exchange does not refuse to indorse the President. Sharpe. If do not believe in indorsing a policy before I know what that policy is. As to pledging ourselves to stand by the decision of the President, that would be useless. Every American will do that, once the decision is arrived at. It is not a time for a body like ourse to indorse a policy. That is a matter that Congress should deal with."

PORTUGUESE PATROL OF THE SEA. COMMANDERS OF WARSHIPS IN THE TAGUS DIS-

CUSS PLANS FOR THE FUTURE.

Lisbon, Portugal, March 28.-The evening newspapers say that, acting under superior instructions, the commanders of the warships now moored in the Tagus met to-day for the purpose of discussing a patrol of the sea between Cape Verde, Madeira and the Azores, with a view of

maintaining neutrality in the event of a His-